

In the Claims:

Please amend claims 1 and 4-5 and add new claims 6-9 as follows:

1. (Currently Amended) A tire/wheel assembly where a run-flat support member having ~~at least one apex~~two apexes is inserted, coaxially with and secured to a rim, in a cavity portion of a pneumatic tire having a carcass layer, wherein a retention groove for lubricant on an inner peripheral surface of the pneumatic tire is provided in a manner that the retention groove is faced ~~at least to an apex~~each of the apexes of the run-flat support member,  
  
wherein only a reinforcement rubber layer is inserted between a bottom of the retention groove and the carcass layer.

2. (Original) The tire/wheel assembly according to claim 1, wherein a depth of the retention groove is in a range of 0.5 to 2.0 mm.

3. (Original) The tire/wheel assembly according to any one of claims 1 and 2, wherein a width of the retention groove is set in a manner that: each of one-side widths thereof is set in a range of 5.0 to 10.0 mm from a position facing the center of an apex of the run-flat support member in a width-wise direction thereof.

4. (Currently Amended) ~~The~~A tire/wheel assembly ~~according to any one of claims 1 and 2~~ where a run-flat support member having at least one apex is inserted, coaxially with and secured to a rim, in a cavity portion of a pneumatic tire, wherein a retention groove for lubricant on an inner peripheral surface of the pneumatic tire is provided in a manner that the retention groove is faced at least to an apex of the run-flat support member,

wherein a fiber reinforced layer is inserted between a bottom of the retention groove and a carcass layer.

5. (Previously Presented) The tire/wheel assembly according to claim 4, wherein reinforcing cords of the fiber reinforced layer are tilted in an angle in a range of 45 to 90 degrees with respect to a circumferential direction of the tire.

6. (Cancelled)

7. (Previously Presented) The tire/wheel assembly according to any one of claims 1 or 2, wherein the retention groove is discontinuous in a circumferential direction of the tire.

8. (Previously Presented) The tire/wheel assembly according to any one of claims 1 or 2, wherein the retention groove has one or more salient portions.

9. (Previously Presented) The tire/wheel assembly according to claim 8, wherein the one or more salient portions are formed in a circumferential direction of the tire.